

PUBLIC ROADS (IRELAND).

RETURN to an Order of the Honourable The House of Commons,
dated 25 July 1872;—for,

RETURN "of the MILEAGE and MAINTENANCE for the Year ending March
1872, in respect of PUBLIC ROADS in each COUNTY in *Ireland*."

(Captain Arkdale.)

*Ordered, by The House of Commons, to be Printed,
12 February 1873.*

RETURN of the MILEAGE and MAINTENANCE for the Year ending

COUNTY.	ROAD REPAIRS.		NEW WORKS.			
			New Roads.		Outing Hills, &c.	Bridges, Gullies, &c.
	Length.	Amount.	Length.	Amount.	Amount.	Amount.
	M. P. F.	£.	M. P. F.	£.	£.	£.
AYRSHIRE - - - - -	2,071 3 0	36,021	0 4 30	(s) 601	3,228	3,300
BERKSHIRE - - - - -	1,407 2 5	15,088	0 1 10	37	1,701	1,780
CARLOW - - - - -	610 5 7	6,217	0 1 4	80	- -	725
CAYMAN - - - - -	1,125 8 18	11,306	- -	- -	150	600
CLARE - - - - -	1,734 0 0	22,084	3 7 10	560	- -	3,000
COCK (Northern Division of the East Riding)	1,440 4 10	18,300	(s) 0 0 0	(s) 262	168	1,801
COCK (Southern Division of the East Riding)	1,503 7 2	(s) 19,201	- -	(s) 325	- -	583
COCK (West Riding) - - - - -	2,087 4 18	14,100	4 8 30	1,001	453	(s) 1,004
DORSET (North District) - - - - -	(s) 1,421 4 11	(s) 15,700	10 3 29	1,286	800	1,201

March 1872, in respect of PUBLIC ROADS in each COUNTY in Ireland.

Total Outlay.	Cost of Superintend- ence.	Percentage on Cost of Expendi- ture.	Gross Number of Miles of New Roads made from 1854 to 1872.	Number of Surveyors.	Number of Assistant Surveyors.	OBSERVATIONS.
Amount.	Amount.		M. P. A. (3)			
£. 41,915	£. 1,450	3.55	57 4 20	1	30	(a) The actual cost of a new road, made under a grantment of assessed value (1s.), is included. (b) Exclusion of upwards of 40 miles of new road surface given by hill cuttings.
27,250	770	10.5	27 1 30	1	4	The sums expended on new roads, hill cuttings, and bridges, are the total cost of the works, but the survey was raised by instalments.
7,150	585	8	22 4 20	1	2	
12,020	600	5.78	43 7 11	1	5	
15,662	1,120	4.4	105 4 11	1	6	Area, 897,204 acres = 12,000 square miles. Assessed valuation, £13,297. Population, Census 1851, 100,000.
18,580	600	3.8	65 0 10	(d) 1	(d) 5	(c) New road in progress. The total cost will be £5,000 L, but £301 L 10s. is the amount of the first instalment, bid at last auction, in addition to £50 L of a private contribution. (d) 1 surveyor - - - - - £-400 1 clerk - - - - - 20 5 assistants - - - - - 100 TOTAL - - - £-520
19,406	630	3.29	80 2 0	1	5	The district is too large for three instalments to be able to efficiently superintend. One surveyor, £30 L; three assistants, £60 L. (e) £-14,000 includes £7 L for repairs to footpaths, and £97 L for repairs of sea walls, retaining walls and fences, £24 L for new footpaths and flagged pavements.
17,817	200	5.1	104 9 30	1	6	Owing to the peculiar formation of the coast, the West Riding of the survey of Cork is very difficult and expensive to work; so many promontories with only one road leading down to the sea, these have to be travelled over twice; then there are three islands, Skerria, Cape Clear, and Bear Island; the passage to these is often very rough and dangerous. The mountain districts are liable to great floods. Owing to a system of small contracts for a short period, the cost of maintaining the roads is very low, as they are principally worked by small farmers; this system entails enormous trouble and expense to the officers in travelling expenses, for the small amount of the contracts renders the contractors careless whether they receive the certificate or not. (f) Including footpaths, &c.
10,505	920	4.4	107 2 37	1	5	These roads, &c., are peculiarly circumstanced, owing to the physical features of the county, which is intersected by long fens; and these roads, extending in long lines through wild and extensive mountainous districts, renders their inspection very difficult and expensive when compared with other counties where outposts are often available for special journeys, &c. It is important to observe that much of the expense of repair here is really for bringing long neglected and worn out roads into repair more than for ordinary repairs and maintenance. The classification of the county (A. District 2nd class and N. district 2nd class) is, under the foregoing circumstances, most objectionable. (g) Including continuing contracts as well as temporary repairs.

RETURN OF THE MILEAGE AND MAINTENANCE IN RESPECT

COUNTY.	ROAD REPAIRS.		NEW WORKS.			
			New Roads.		Outing Hills, &c.	Bridges, Outcrops, &c.
	Length.	Amount.	Length.	Amount.	Amount.	Amount.
	M. P. Y.	£.	M. P. Y.	£.	£.	£.
DONNEGAL (South District) - - - -	1,000 5 20 (s)	(a) 6,800	- - -	- - -	500	500
DOWN - - - - -	6,800 4 22	20,240	3 0 11	1,675	2,342	2,014
DUBLIN (District No. 1) (P) - - - -	500 3 24	7,524	- - -	- - -	- - -	(c) 1,000
DUBLIN (District No. 2) - - - - -	500 4 21	6,620	- - -	- - -	- - -	1,100
FERNMAGH - - - - -	600 7 28	10,280	6 5 27	4,607	480	1,640
GALWAY (East Riding) - - - - -	1,470 4 17	9,015	- - -	- - -	- - -	204
GALWAY (Western Division) - - - -	500 2 20	5,011	- - -	- - -	- - -	167
GALWAY (County of the Town) - - - -	70 2 21	1,200	- - -	- - -	- - -	166
KERRY - - - - -	1,582 3 20	20,204	111 3 0	4,715	(A) 1,622	1,848
KILDEARE - - - - -	1,800 3 0	14,014	- - -	- - -	148	600
KILKENNY - - - - -	1,590 3 21	12,020	1 3 30	200	200	900

TOTAL Outlay.	Cost of Superintend- ence.	Per-centage on Cost of Expendi- ture.	Gross Number of Miles of New Roads made from 1854 to 1872.	Number of Surveys.	Number of Assistant Surveyors.	OBSERVATIONS.												
Amount.	Amount.																	
£ 7,184	£ 720	107	M. F. P. 35 1 30	1	4	With reference to the cost of superintendence, it must be specially noted that the roads and works enumerated are spread over a wide and uncounted district, 2,500 sq. miles, without railway accommodation, containing an area of 650 square miles, and embracing, up the larger tidal indentation, a seaboard of 137. In travelling from north to south of the district 25 miles of road must be passed over, and then east to west 54. It will therefore be seen that, though the cost of superintendence is comparatively high, it is not inconsistent with the wideness and extensive nature of the inspection. The south district of Donegal, though rated as a third class county, is, in fact, equal in area to the largest of the second class counties, and more extensive and laborious to inspect than the great majority of these.												
						<table><tr><td></td><td>Length.</td><td>Amount.</td></tr><tr><td></td><td>M. F. P.</td><td>£.</td></tr><tr><td>(a) Roads maintained by contract for a term of years</td><td>870 1 3</td><td>2,527</td></tr><tr><td>Roads repaired seasonally - -</td><td>105 4 22</td><td>600</td></tr></table>		Length.	Amount.		M. F. P.	£.	(a) Roads maintained by contract for a term of years	870 1 3	2,527	Roads repaired seasonally - -	105 4 22	600
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	M. F. P.	£.																
(a) Roads maintained by contract for a term of years	870 1 3	2,527																
Roads repaired seasonally - -	105 4 22	600																
35,200	1,875	522	40 3 34	2	11													
(c) 8,509	(d) 382	70	(e)	1	-	(A) Barometer of Falcathney, East; Barometer, West; Nathaniel, and Connell. (B) Including 500 L. for Highway of Leakey, on County at large; the rest for special works, district No. 1. (C) Including 177 L. cost of surveyor employed on roads in surveyor's charges. (D) The surveyor was only appointed in the year 1850, so that he cannot give this correctly; but states that there were only 40 portions of new roads made during the period he has been in office. There are no assistant surveyors in the county of Dublin, and there are only three employed on the works given into the charge of the district surveyor.												
8,098	225	50	(f) 10	1	-	The amount presented for works was 14,931 L. 8s. 6d. The Finance Committee must be made payments every month, and the surveyor has to attend them, and verify and report on every application from contractors, and is required to make an inspection of every work in the district once every six weeks, to do which requires more than 3,000 miles' travelling each year. There is an allowance for clerk or office, both which the surveyor is obliged to provide.												
17,705	300	4-65	(g) 270 6 50	1	2	(f) None. Average price, for maintenance, per English perch of 16½ feet, 6½d. per annum. (g) The total is the gross number of miles of new roads made from 1854 to 1872.												
16,000	550	500	83 2 32	1	3	For the last few years there has been an inclination to undertake any extensive work in consequence of the heavy interest chargeable on the county for the construction of the Midland Great Western Railway.												
9,375	520	3-68	40 0 12	1	2	The surveyor's duties embrace, in addition to the supervision of the roads, all works of improvement, and maintenance of the bridges, coast-barracks, and bridges, the cost of which is not included in the expenditure set apart in this column.												
1,400	180	12-6	4 0 50	1	-													
55,377	550	2-6	147 0 0	1	4	The percentage for the cost of superintendence will be under 3 per cent., by including the expenditure on camps, barracks, and coast-barracks, all under the inspection of a surveyor, amounting to 1,383 L. for the year ending, March 1872.												
33,094	600	4-4	(i) 15 miles roads. (j) 10 miles footpaths.	1	3	(A) Including footpaths, fences, and widening. (B) The increase in mileage of roads under maintenance contracts since 1854 is due rather more to a gradual conversion of old bye-roads and lanes into public carriage roads than to the construction of new roads.												
17,000	770	4-50	58 2 7	1	4	There should be six assistants to work the county properly. The surveyor is underpaid; and the assistants should have better pay to cover their expenses. The mileage of roads under repair is now 1,300; 1 M. 3 P. 58 P. of old roads have been stopped by payment from 1854 to 1872; 66 L. for repairing coast-barracks are included under the head of "Barracks, Quilins, &c." There is an annual installment of 1,574 L. 1s. 6d. to be paid off in 22 years. This would bring up the total outlay for the year ending March 1872, to 25,586 L. 1s. 6d.												

COUNTY.	ROAD REPAIRS.		NEW WORKS.			
			New Roads.		Cutting Hills, &c.	Bridges, Gallops, &c.
	Length.	Amount.	Length.	Amount.	Amount.	Amount.
ESSEX COUNTY - - - - -	M. P. F. 985 1 84	£. 10,373	M. P. F. - - -	£. -	£. 105	£. 583
LEITCH - - - - -	022 4 25	4,555	3 6 16	185	203	585
LEITCH (Eastern Division) - - -	040 4 7	11,520	- - -	- - -	50	61
LEITCH (Western Division) - - -	(3) 297 8 4	(3) 2,410	(3) 3 8 75	(3) 10	(3) 180	243
LEITCH - - - - -	1,674 7 0	10,274	4 2 17	1,620	1,470	1,150
LEITCH - - - - -	000 0 0	3,107	1 5 8	104	- -	207
LEITCH - - - - -	523 4 34	5,017	- - -	- - -	945	554
MATO (North Division) - - - -	200 8 0	6,040	12 0 0	1,300	- -	- -
MATO (South Division) (1) - - -	616 5 27	4,301	0 6 10	150	41	520
MATO - - - - -	1,373 2 0	11,889	- - -	- - -	- -	224
MORAGHAN - - - - -	1,026 6 30	11,373	0 1 0	24	1,415	625
QUEEN'S COUNTY - - - - -	009 3 37	10,303	- - -	- - -	- -	245

TOTAL Outlay.	Cost of Superintend- ance.	Percentage on Cost of Expendi- ture.	Gross Number of Miles of New Roads made from 1854 to 1872.	Number of Surveyors.	Number of Assistant Surveyors.	OBSERVATIONS															
Amount.	Amount.		M. P. F.																		
£. 10,756	£. 625	5 78	903 1 34 (4)	1	3	(a) This shows the increase in the mileage of roads under repair, that, in 1854, being 491 miles, and in 1872, 685 M. 1 P. 34 P.; but this increase is mainly due to the renewal of old roads, scarcely two miles being actually new.															
5,140	509	11 6	101 2 31	1	2																
11,390	619	7 5	50 1 16	1	2	The gross cost of making the 50 M. 1 P. 16 P. of new roads in the east division of this county, from 1854 to 1872, both years inclusive, is £5,031, 18 s. 6 d. <table><tr><td></td><td>Length.</td><td>Amount.</td></tr><tr><td></td><td>M. P. F.</td><td>£.</td></tr><tr><td>Under Act of 20 & 21 Vict. c. 15, s. 1</td><td>42 3 6</td><td>300</td></tr><tr><td>Under 6 & 7 Will. 4, s. 100, s. 24</td><td>39 5 58</td><td>114</td></tr><tr><td>TOTAL - - -</td><td>81 9 24</td><td>414</td></tr></table>		Length.	Amount.		M. P. F.	£.	Under Act of 20 & 21 Vict. c. 15, s. 1	42 3 6	300	Under 6 & 7 Will. 4, s. 100, s. 24	39 5 58	114	TOTAL - - -	81 9 24	414
	Length.	Amount.																			
	M. P. F.	£.																			
Under Act of 20 & 21 Vict. c. 15, s. 1	42 3 6	300																			
Under 6 & 7 Will. 4, s. 100, s. 24	39 5 58	114																			
TOTAL - - -	81 9 24	414																			
2,682	(c) 610	22	(f) 2 5 5	(g) 1	(h) 2	(A) Includes road car roads. (a) Exceptionally light year. (c) Includes footpaths. (e) Includes 25 L. for office, and 25 L. for clerk. (f) Not in office before 1850. (g) No travelling or sitting allowances. (h) Appointments should be made competitive.															
20,000	1,000	5 0	311 6 0	1	4	The cost of superintendence includes 20 L. for county surveyor's office expenses, and 40 L. for one assistant temporarily employed. In addition to the above amounts, which are presented for in the accounts for years 1870 and summer 1872, there is a sum of 2,525 L. 4 s. "on account" for works formerly presented for, and now for the most part in progress or completed.															
3,678	320	12 50	24 6 1	1	1																
9,586	540	5 63	22 6 18	1	3	The number of miles under maintenance and repair in 1854 was 490 M. 4 P. 30 P., which shows an increase of 177 miles since that year. In 1854 a large mileage of roads has been remodelled from time to time, and added to the mileage previously under maintenance. The increase by absolutely new roads was only about 24 miles. The former navigable roads, 67 M. 2 P. 20 P., are included in the increased mileage between 1854 and 1872. The mileage of Spring Avenue, 1852, was 495 miles, and the total outlay 12,503 L. 4 s. 11 d.; there is therefore for the last 16 years, an increase of 67 miles, but a decrease in the outlay of 2,657 L.															
1,600	580	36	20 0 0	1	2	Leath being an agricultural county, only about nine miles wide on an average, with ports at Newry, Donagh, Antrim, and Douglas, the traffic on the roads is very heavy.															
6,754	(K) 450	208	0 0 10	1	-	(J) Bessashool, North; Bessashool, South; Carr, Clannam, Kinnedy, and Monashool. (K) Salary - - - - - £. 400 Clerk and expenses of office - - - - - 50 £. 450															
10,000	555	(L) 45	- (m) -	1	3	(L) From 1854 to 1872, the average cost of superintendence was 5 per cent., or 600 L. per annum. (m) Every navigable new road was commenced as a relief work in 1847, and completed under county surveyors prior to 1854.															
15,570	885	5 9	38 0 34	1	6	Although the mileage here is so small, practically it should be much larger, for during the last 16 years there have been 240 miles of byroads adopted by the county and put into a proper state of efficiency at the public cost, by widening, raising, and metalling.															
14,221	700	4 94	- - -	1	3																

COUNTY.	ROAD REPAIRS.		NEW WORKS.			
			New Roads.		Cutting Hills, &c.	Drains, Gullies, &c.
	Length.	Amount.	Length.	Amount.	Amount.	Amount.
	M. F. F.	£.	M. F. F.	£.	£.	£.
ROCKINGHAM - - - - -	1,147 8 30	12,307	2 7 1	441	177	1,106
SLIGO - - - - -	552 7 0	10,176	2 2 0	149	71	482
TIPPERARY (North Riding) - - -	1,150 0 0	14,015	- - -	-	620	40
TIPPERARY (South Riding) - - -	1,168 7 31	14,170	- - -	-	-	1,227
TYRONE (East Division) - - - -	1,076 6 50	10,504	1 8 30	301	1,084	551
TYRONE (West Division) - - - -	1,136 7 30	12,289	1 4 30	704	576	2,547
WATERFORD - - - - -	1,608 4 22	13,380	2 0 4	1,086	-	2,836
WEXFORD - - - - -	649 8 33	7,041	- - -	-	334	516
WILTSHIRE - - - - -	1,315 4 9	17,079	1 1 30	579	540	624
WICKLOW - - - - -	1,816 0 0	10,700	3 6 0	278	30	176
Total - - -	15,691 2 10	123,306	113 4 15	23,765	18,143	43,190

TOTAL Outlay.	Cost of Separation- costs.	Percentage on Cost of Expendi- ture.	Gross Number of Miles of New Roads made from 1854 to 1872.	Number of Surveyors.	Number of Assistant Surveyors.	OBSERVATIONS.
Amount.	Amount.	per cent.	M. P. R.			
£. 14,823	708	47	68 5 0	1	3	Besides the extent of roads in the column headed Road Repairs, there are in this county numerous pieces of road in charge of the county not noticed in the County Book for the year ending March 1872, which would make over 400 miles additional.
10,880	700	780	28 1 21	1	2	Many of these roads were partially made in 1846-47, and were completed from 1850 to 1872.
14,602	719	45	19 0 0	1	3	
15,000	630	52	11 0 25	1	4	The percentage does not embrace the outlay on public buildings, no return of which has been called for.
13,720	720	400	20 0 35	1	4	Of the gross number of new roads made from 1854 to 1872 59 miles were of old farm roads, altered in various degrees, and adapted as public roads. Besides this increase of 59 miles of new roads, the several mileages of public roads kept in repair has enormously increased since 1854, so that year many miles of public roads were only seasonally repaired.
10,100	(a) 608	403	84 2 14	1	5	(a) Surveyors, 430L, 208 per cent. Assistants, 400L, 2 06 per cent.
10,648	870	46	25 4 20	1	4	The cost of making the 25 m. 4 r. 20 p. of new roads was 14,041. 84 s. 0 d. Expensive bridges and other works in connection with these roads had to be constructed.
0,000	045	06	4 1 14	(b) 1	(c) 3	(b) One at 300L and 60L for office. (c) Three at 60L.
16,719	870	518	17 0 36	1	4	
11,210	099	81	20 0 0	1	2	The duties of the county surveyor and assistants are increased 50 per cent. since the office was instituted, and the cost of travelling doubled within the same period; and this added to the cost of living makes the remuneration for supervision wholly inadequate to the requirements of the office.
684,844	20,521	40	4,704 8 34	42	145	

PUBLIC ROADS (IRELAND).

RETURN of the Revenue and Maintenance for
the Year ending March 31st, in respect of Private
Roads in each County in Ireland.

(Copies Available.)

Available by The General Post Office, St. Patrick's,
15, *February* 1877.

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Order Form.